100 Per cent

Arena in Twenty-fourth Street to Reopen Under New Management-Will Go After Big Matches in Due Time -Ketchel's Attitude Still a Puzzie.

The tip is in circulation just now that the National Athletic Club, which pulled off the Ketchel-O'Brien fight in the arena n East Twenty-fourth street last spring, en under new management within the next six weeks and will put on at least two star bouts each month. The financial-backers of the club, which had a membership list of nearly 4,000 boxing enthusiasts when the doors were closed presumably for all time will not include some of the organizers of the old affair, but it is understood that they will have strong political influence and that they will run the club strictly on the lines employed by the National Sporting Club of London. They have secured an option on the club's old aren. which is one best equipped for glove contests in this country, and it is understood that ithin the next two weeks they will accept the terms of an experienced matchmaker

The trouble with the old National A. C. was the catensive free list. Controlled by prominent Tammany politicians, the club was soon overrun with deadheads, so that rofits were impossible. It was only after loss had been made up by the club's share of the Ketchel-O'Brien and Driscoll-Attell bouts that the backers were satisfied to Under a new order of things, how-the National A. C. will not be cond for the exclusive amusement of nonpaying members, but a rule will be passed obody except the club's governors can see a bout between star boxers without up the stipulated price for a reserved
The National Sporting Club of London is a paying institution, though its arena cannot accommodate more than 800 mem-bers. The National A. C. of this city can provide room for 2,500 spectators in its I wenty-fourth street clubhouse, and with Mairs conducted on a sound business basis the men behind the venture think that boxing can be enjoyed by the members all next without digging deep to meet a

From what could be learned yesterday e club when it resumes operations will patronage of members warrants better to parronage of members warrants better hows interfer will be made to secure mong others Ketchel, Papke, Langford, cleon, Welsh, Driscoll, Attell, Moran, ewis and other well known men in contests not more than ten rounds. It is the an of the National A. C. to work in harony with the Fairmont A. C. so that there ill be no conflicting dates and no competion for star attractions. It was said yester by that there would be a definite plan of the time there would be a definite plan of the made known early next month.

Willus Britt wired the Fairmont A. C. seterday that he expected Ketchel to join mo. In Frisco! to-morrow and that they sould immediately leave there for this try for the now uncertain bout with Langard scheduled for September 10. The fact lat Britt has already accepted money from the figure of the strength of the set of the strength of the set of the

and to the question, which may cause a halt in the proceedings, as the middleweight bampion weighs 185 pounds now, it is said, and would find it a physical impossibility to reduce to 185 between now and September 10 and at the same time be strong enough be put up a winning fight.

As a matter of fact Kerchel has been harply criticised ever since he agreed to take on Langford a month before his mill with Johnson. It has been pointed out repeatedly that his order to make any kind of a fight against Johnson Ketchel should take a long rest, building up his weight had strength so that he could meet the big hegro at his best. To indulge in a gruelling null with Langford at 185 pounds a month before tackling Johnson therefore has been from ounced too much of a hards. In formal of the mile open professional, but Root and Fogler went to the front in the last is possible that the will be able to put up a much more strenuous argument in the ring with Johnson. It is conceded that Ketchel weighing less than 175 pounds, would be entirely too light for Johnson who will scale 205 pounds or more when he faces the sawere Michigan boy at, Colma. Ketchel is aware that a fortune awaits him if he beats Johnson, and it is just possible that the will be able to put up a minute for the finish by three-quarters of a length.

The meet there is an annual affair, but despite the perfect weather conditions only 1,000, persons turned out to witness the races.

The meet here is an annual affair, but despite the perfect weather conditions only 1,000, persons turned out to witness the races.

The meet here is an annual affair, but despite the perfect weather conditions only 1,000, persons turned out in witness the races.

The meet here is an annual affair, but despite the perfect weather conditions only 1,000, persons turned out in witness the races.

The meet here is an annual affair, but despite the perfect weather conditions, the turns being ruty and sandy and fast time was next to impossible. Boot Clark and Kramer qualified for the final of is aware that a fortune awaits him if he beats Johnson, and it is just possible that Promoter Coffroth, who will stage the mill, has induced him to remain in California, where he can have nearly seven weeks of uninterrupted work in getting himself in trim.

Johnny Frayne, who put Young Corbett out of the running not long ago, defeated Dick Hyland on points in a twenty round bout in Frisco Friday night. But in a longer fight it is generally agreed that Hyland would have been successful. Frayne and Hyland are second raters, neither being in the class with Nelson or Freddie Welsh, who will be the principals in the next battle for the world's lightweight championship unless. Nelson crawls,

Jack Johnson, in Los Angeles, says he will bet \$1,000 to \$5,000 that Jeffries will never fight him, while Berger, in Frisco, declares that as soon as Jeffries returns from Europe, on October I, the big match will be grranged. Several ranchmen have come to the scratch with an offer of \$75,000 for the fight to take place in Oklahoma, and say they will agree to forfeit the entire smount of the purse if there is interference by the authorities. As Nelson narrowly escaped arrest for boxing a limited round bout at Oklahoma City recently these Tanchmen are believed to be ja search of notoriety. If Jeffries and Johnson ever meet it will be in California.

ays Arthur Irwin, "is almost wholly due to the hit and run system. But the Bostons do not stop when they have advanced a miner to second hase by this means. They have perfected the art of hitting the ball with miners on second and third get in miner with a pitched ball, and by either bunting or hitting the leather toward right field they make it impossible to shut off one or in some cases two runs at the home plate. Runs win ball games and the Bostons are after all they can get. They have no stars in the team, but just clever, level headed young men who obey Manager Lake's instructions to the letter. The Philadelphia Athletics are playing the same kind of ball, and with superior pitchers I think they will finish ahead of the Bostons. The Detroits seem to be shot to pieces, but they are still close to the top, and a fresh brace will land the pennant for them Jennings has always worked the hit and run system, which cannot help being a winder if players have enough skill with their bats to carry out instructions." "The success of the Boston Red Sox.

While the Cincinnati Reds were lambasting the Giants at the Polo Grounds on Friday Manager McGraw did not see fit to call upon Arlie Latham to help stem the tide. After paying \$6,500 in cash and handing over two players to the Providence club for Shortstop Blackburn President Comiskey of the White Sox has just learned that Blackburn is laid up with a broken ankle which may seriously interfere with his work next year Comiskey, by the way, has put up more than \$25,000 for new playing talent.

James R. Keene's Celt has been retired to Castleton Stud, as THE SUN predicted a week ago. Celt, by Commando, is exceed to be a successful site, together with the great Colin, who will join him at the farm next month.

Many horses that have been racing at Saratoga will board the cars for Sheepshead Bay beginning to-day. James E. Gaffney's stable, including Barleythorpe, Alfred Noble, Louise S. and Dr. Barkley, will arrive at the Bay in care of Trainer Weir this morning. The Keene horses will probably put in an appearance to-morrow. All of the Futurity candidates will have tryouts this week as the track at Sheepshead is in medical condition.

William J. Young, the Kentucky turfman who won three races with Moquette, Dark Night and Fair Louise at the Spa on Friday, says he will start his Mesmerist colf Mesmerizer in the Fururity, as the youngster has done some encouraging work. E. R. Bradley intends to start Colinet, too. It is possible that the Futurity field will include a dozen starters from present indications, with Surger and Socky, O'Frien in highest a dozen starters from present indications, with Sweep and Rocky O'Brien in highest

Marine and Field Regatta.

Light airs together with a long windward leg against a head tide gave the yachtsmen of Gravesend Bay plenty of work and a late finish yesterday. The contest was the and the tenth race to count on the yachting championship of the lower bay. The feature of the afternoon was the appearance of the Long Island Sound racer Prin-cess in the Q class. The boat, which is the property of F. G. Stewart, Seawanhaka-Corinthian Yacht Club, raced against More Joy, Joy and Florence. Unluckily, how-ever, Princess ran aground while beating Hamilton in the first round and so very little

data could be obtained regarding her speed The division was won by Florence, which over a twelve mile course. More Joy in turn led Joy home by a comfortable margin. The course chosen by the regatta committee.

SLOOPS-CLASS P-START, 3/O-COURSE, 12 MILES

Yacht and Owner.

١	Peri II., J. S. Bradley 6 23 08 3 23 08
	Florence, R. A. Brown 5 49 43 2 44 43
•	HANDICAP CLASS FIRST DIVISION—START, 3:10— COURSE, 12 MILES.
	Miana, W. J. O'Nell. 6 08 45 2 58 45 Careless, R. Rummell. 6 19 55 3 09 55 Corrected time: Miana, 2:36:46; Careless, 2:39:12.
	HANDICAP CLASS—SECOND DIVISION—START, 3:10
	Mischief, J. L. Mitchell
	SLOOPS CLASS S START, 3:15 COURSE, 8 MILES.
	Pester, R. S. Childs. 4 57 56 1 42 56 M. and F., C. M. Camp 5 02 35 1 47 35 Gunda, F. C. Noble. Disqualified. GRAVESEND ENOCKABOUTS START, 3:20—COURSE.
١	8 MILES.
	Mouse, R. E. Moore. 5 06 12 1 45 12 Queen, F. L. Billingham. 5 17 85 18 35 35 Slow Poke, Insiee and Stringer. 5 19 05 1 50 05 Bobs, R. E. Speir. 5 19 28 1 59 28 Merry Widow, Atkinson and Zimmerman. 5 25 11 2 05 11 Chico, W. H. Fales. 5 25 33 2 06 33
1	Chico, W. H. Fales 5 25 33 2 05 33
- 3	N V V C DINOTPR START 3:25 COURSE 4 MILES

ROOT BEATS CYCLING CRACKS.

ASBURY PARK, N. J., Aug. 21.—The Asbury Park Athletic Grounds here was the scene of an interesting bicycle and motor

one saile Novice-won by C. Harberte, Plantield, N. J.; J. Strubet, Brooklyn, N. Y., zecond. Time, 2 minutes 50 3-5 seconds.
One Mile Professional—Won by Eddie Root, Boston, Mass.; Joseph Fogler, Brooklyn, N. Y., second. W. S. Fenn, Bristol, Conn., third; Frank L. Kramer, East Orange, N. J., fourth. Time, 2 minutes 20 3-5 seconds.
Two Mile Professional, Handicap—Won by Edward Rupprecht, Newark, N. J., 70 yards; Peter Drobach, Boston, Mass., 80 yards, second: Al Halstead, Sacramento, Cal., 60 yards, third. Time, 4 minutes 35 1-5 seconds.
Half Mile Amateur Handicap—Won by Walter Raielgh, Acorn A. A., 55 yards; Joseph Mesigal, Chicago, 40 yards, second; Patsy Demana, Empire City Wheelmen, 75 yards, third.—Time, 1 minute 4 4-5 seconds.

City Wheelmen, 78 yards, third. Time, 1 minute 4 4.5 seconds.

Ten Mile Motor Race—Won by Hunter. Time, 18 minutes 15 2.5 seconds.

Three Mile Open—Won by Percy Lawrence: John Brennan, second: Ernest Jokus, third. Time, 7 minutes 49 3.5 seconds.

Five Mile Professional—Won by Eddie Root, Five Mile Professional—Won by Eddie Root, Boston: Edward Rupprecht, Newark, second: Wille Fenn, Newark, third: Al Haistead, Sacramento, fourth. Time, 11 minutes 33 seconds.

IRISH CLUB'S POINT TROPHY.

Ocean avenue this morning, though George D. Ford took two firsts for the New York Athletic Club. The races were part of the events of the carnival promoted by the Long Branch Board of Trade. The programme man evidently had a prophetic soul, for he printed the lists of events and competitors on green paper.

The populace, both summer and regular, was only mildly excited over the athletes and not more than 200 speciators stood along the ocean front while the events were being run. Ford won the hundred by a yard and a half, and the other events were won by generous margins. The summaries:

100 Yard Handleap—Won by George D. Ford,

maries:

100 Yard Handicap—Won by George D. Ford.
New York A. C., \$½ yards; J. J. Archer, Irish
American A. C., 2½ yards, second J. M. Rosenberger, Irish American A. C., 2 yards, third.
Time, 10 seconds.

600 Yard Novice—Won by R. D. Thurston,
Long Branch; J. Waish, Long Branch, second.
One Mile Handicap—Won by Harvey Cohn,
Irish American A. C., scratch; Job Hayes, Jr.,
Long Branch, 55 yards, second B. E. Lyons,
Long Branch, 50 yards, third. Time, 4 minutes
45 4.5 seconds.

46 4 5 seconds.
460 Yard Handicap—Won by George D. Ford.
New York A. C., 11 yards; J. T. Rosenberger,
Irish American A. C., scratch, second; J. J. Archer,
Irish American A. C., 10 yards, third. Time, 50

American A. C., 10 yards, third. Time, 50 seconds.

80 Yard Handicap—Won by Harvey Cohn, Irish American A. C., 10 yards; J. M. Rosenberger Irish American A. C., 10 yards, second. Time, 3 minutes, 9 seconds.

Three Mile Handicap—Won by James S. Sullivan, Irish American A. C., scratch; J. I. Taylor, Trenton Y. M. C. A., 230 yards, second: Job Hayes, Jr., Long Branch, 130 yards, third. Time, 18 minutes 24 3-5 seconds.

Pastime A. C.

Both Matt McGrath and Flanagan appeared when the hammer throw event was announced. McGrath, however, did not compete, under the advice of his physician. Flanagan threw the hammer 176 feet 7 inches in an exhibition event.

PLORENCE WINS IN & CLASS. AMONG THE AUTOMOBILISTS

GREAT SPEED EXPECTED IN 24 HOUR RACE AT BRIGHTON.

percased Mileage Likely to Be Made as Improvements to Track Will Make Drivers' Work Easier - Appointing Delegates to Good Roads Convention.

With the extensive improvements that have been made to the one mile track since the members of the Motor Racing Association are predicting that the record of 1,177 miles made by Robertson and Poole in the Simplex last fall will be bettered by the winner of the second twenty-four race of this season next Friday and Saturday. The shape of the track has been changed so that drivers will have less diffi-culty in rounding the turns, and the course will be better lighted than ever before, and barring unfavorable weather & seems

turn led Joy home by a comfortable margin. The course chosen by the regatta committee, made up of C. M. Camp and H. E. Buermever, for this division, gave the craft a broad reach on the port tack from the starting line off Bath Beach to a mark off bensonhurst. Here booms were gybed to port and with spinnakers to starboard the yachts ran to Sea Gate. Another reach followed to Buoy No. 11 and then against wind and tide they all had a long beat to Fort Hamilton.

Florence had a lead of 3 minutes and 50 seconds when the craft swept by the committee at the end of the first round. The times taken then were: Florence, 4:26:35; More Joy, 4:30:25; and Joy, 4:38:08.

In the other divisions the racing was just as interesting. For the first time in a month the P class filled and the winner was D. Toffey's Vorant II. The winners in the other divisions were the New York Cane Club dinghy Little Devil, the Class S racer Pester: Mouse, among the knockabouts of Gravesend Bay, Miana, which took the first division of the handicap class on both actual and corrected time, and Mischlef, which the racing cars to travel from one stretch turned the same trick in the second division of the same class.

The summary:

SLOOPS—CLASS P—START, 3:00—course, 12 miles.

SLOOPS—CLASS P—START, 3:00—course, 12 miles.

Will be better lighted than ever before, and barring unfavorable weather & seems very likely that a new twice around the clock record for a one mile track will be clock record for a one mile track will be clock record for a one mile track will be clock record for a one mile track will be clock record for a one mile track will be clock record for a one mile track will be clock record for a one mile track will be clock record for a one mile track will be clock record for a one mile track will be clock record for a one mile track will be clock record for a one mile track will be clock record for a one mile track will be clock record for a one mile track will be clock record for a one mile track will be clock record for a one mile track wil

of the Renault that made the twelve hour record in the second race last fall, will be a competitor in the next race. He has been secured by Paul Lacroix, manager of the Renault agency, to take the place of Maurice G. Bernin, whose services Mr. Lacroix has been unable to obtain as he is in the South. The twelve hour record made by the Renault last year was 613 miles. George Robertson and Al Poole, winners of two twenty-four hour races at Brighton with the Simplex, will have charge of the big Houpt car in the next race, and they expect to win again. Ralph de Palma and E. H. Parker, who led with the Fiat in the early hours of the last race, will again be contenders and are hoping for better luck than they had last time. Louis A. Disbrow and C. H. Laund, whose careful, consistent driving broughtRainier into second place, have again been named as contenders, and Frank Lescault and Ray Howard, winners of third place with the Palmer & Singer, hope to do even better next time, particularly as Mr. Howard will go into the race with the confidence given to him by the fine showing he made in last month's event. of the Renault that made the twelve hour

go into the race with the confidence given to him by the fine showing he made in last month's event.

Ralph Mulford, who was one of the drivers of the Lozier that won the first Brighton Beach twenty-four hour race last fall, will be in the Stearns team in the next race, with Laurent Grosso as his alternative. Harry Cobe will aga in be in the Lozier pair and will have William Heina as his alternate. H. A. Van Tine, one of the Acme drivers in last month's event, will again be pilot of the car, and Cyrus Patschke will probably be a member of the team to handle the Acme car that competed in the New York to Seattle endurance contest in June. Another starter will be an Allen-Kingston which has competed with success in a number of hill climbing contests and track events.

The 24 hour race is limited to stock cars that sell for \$2,500 and over, but a six hour race is to be run for stock cars that sell for less than the machines that are eligible for less than the machines that are eligible for the big event. The Motor Racing Association has offered \$600 in prizes for the six hour event and \$2,100 is offered for the successful teams in the big race. In addition to the money offered for the cars with the best scores at the end of the race a special prize of \$200 is to be offered for the driver who makes the greatest mileage in any one of the 24 hours of the race.

Responses from Governors of twenty-

ons only Responses from Governors of twentyness the five States and the Mayor of scores of cities have been received by the committee in charge of the second annual National Good Roads Convention to be held at Cleveland September 21, 22 and 23. In many cases these officials have named their official delegates, and judging from the interest the convention has aroused the meeting the headed.

Willie meeting the first that among the seems certain to be productive of far reaching results in the national good roads movement.

ing results in the national good roads movement.

It is a significant fact that among the favorable responses promising to sent delegates the Southern and far Western States are particularly well represented. There has been a gradually increasing interest in favor of good roads throughout the South during the last year or so. Charles F. Light Commissioner of Public Roads of West Virginia, will be present with the State Engineer. Gov. Brown of Georgia has appointed delegates. North Carolina, Mississippi and Maryland have also named delegates. Gov. Haskell of Oklahoma has promised that his State will be represented, while Gov. Benson of Oregon writes. The

sissippi and Maryland have also named delegates. Gov. Haskell of Oklahoma has promised that his Sta' will be represented, while Gov. Benson of Oregon writes "The objects of this convention meet with my hearty approval and I shall be very glad to name five of our most prominent citizens as delegates at an early date."

An interesting letter came from Mayor Grant Conard of San Diego, Cal., naming five delegates, including John D. Spreckels and A. G. Spaiding. Mayor Kreisman of St. Louis has appointed Samuel D. Capen, president of the Automobile Club of St. Louis, and the park and street commissioner. Carl G. Fisher, who took an active part in promoting the new Indianapolis motor speedway, has been named by the Mayor of Indianapolis to represent that city together with H. O. Smith and A. C. Newby. The committee in Cleveland in charge of the exhibit of road making machinery has alrendy received offers of a large number of exhibits and this feature of the convention, while entirely new in itself, will be of unnaual value to the many State engineers and road commissioners who will be present. The Central armory in Cleveland has been secured for the exhibits.

The Automobile Club of New Rochelle was

New York Athletes Take Most Prizes at Long Branch Meet.

The Automobile Club of New Rochelle was organized Thursday night in New Rochelle and began its career with considerable enthusiasm. There are over 250 owners of cars in this suburb and the new organization was formed through the efforts of E. T. Birdsall, a well known automobile engineer. The new club started out with about fifty members and in the near future will have its own clubhouse and garage. The officers elected were: President, F. T. Birdsall; first vice-president, J. A. Scotleld: secretary, Long Branch Board of Trade. The programme man evidently had a prophetic soul, for he printed the lists of events and competitors on green paper.

The populace Athletic Club of New Rochelle was organized Thursday night in New Rochelle and began its career with considerable enthusiasm. There are over 250 owners of cars in this suburbant he new over 250 owners of cars in this suburbant he new over 250 owners of cars in this suburbant he new over 250 owners of cars in this suburbant he new over 250 owners of cars

dict, G. W. Sutton, E. Eckart, Robert Fox and G. A. Peck.

That the new organization is up to date is evidenced by its constitution, which states that maong its other activities the club will enter the field of aeronautics. It is stated that several of the members are already interested in this sport. All the officers of this new organization are prominent men in New Rochelle, and at the next neeting, which will be held in September, an active programme for the fall season will be arranged.

James Joyce, manager of the automobile department of the American Locomotive Company, announces that appointment of R. B. Van Dyke as manager of sales. Mr. Van Dyke has been with the American Locomotive Company for a number of years and with the automobile department since its inception. Hs is widely known in the trade and exceptionally popular. Mr. Van Dyke will make his headquarters at the New York offices in Automobile row.

Irish American A. C. 10 yards, third. Time, 50 yard Handicap—Won by Harvey Coha, 17th American A. C. 10 yards, 15 M. Rosenberger Irish American A. C. 10 yards, second. The American A. C. 10 yards, second. The American A. C. 10 yards, second. The Minutes 24 3-5 seconds.

NEW YORK ATHLETES DO WELL.

May O'Reurke and Flanagan Win at New Haven.

New Haven, Aug. 21.—For the first time in a number of years A. C. Gilbert, ex-world champion pole vaulter, failed to go over 12 feet to-day, but despite that he easily won at the games at Lighthouse Point. He went 11 feet 9 inches. Gordon B. Duke of New York, won the three mile event. Eddie to favor of the Xavier A. C. of New York was second.

J. Daly of the Irish American club. New York, won the three mile event. Eddie Carr of the Xavier A. C. of New York was second.

The 460 yard run was one of the best events of the New York A. C. in 52 3-5 seconds. Close behind him was R. J. Egan of New York agent was present when the hammer throw avertices and him here in Automobile row.

Dayke will make his headquarters at the New York officer in Automobile row.

R. C. Best of Newark has been notified by J. B. R. Smith, Commissioner of the New Jork and Lighth that is motor vehicle peartment. The there was second.

R. C. Best of Newark has been notified by J. B. R. Smith, Commissioner of the New Jork and Lighth that is motor vehicle registration certificate and his personal driving license have both the seconds. Time, 18 best of Newark has been notified by J. B. R. Smith, Commissioner of the New Jork and Lighth that is motor vehicle peartment. The the motor vehicle such that his motor vehicle policeman, is high rate of speed in Long Branch last Sunday night and had refused to stop when ordered to by a policeman. Mr. Best is a high rate of speed in Long Branch and the peartment was such and had refused to stop when ordered to by a policeman is high rate of speed in Long Branch last Sunday night and had refused to stop when ordered to by a policeman is high rate of speed in Long Branch l

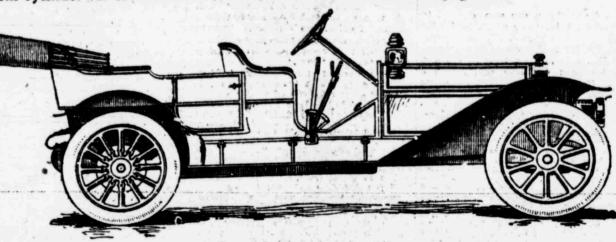
With the announcement that Frank H. Trego, secretary of the Chicago Motor Club, has been selected as chairman and referee of the Munsey reliability contest from Washington to Boston and return, September 21 to 29, the East's largest touring event of this year takes on new interest. Mr. Trego is one of the best posted men in the automobile world and his participation

Matheson

Licensed under Selden

1910 Six-Cylinder, \$3,000

GUARANTEED to be swifter, more comfortable, more economical in fuel consumption and tire wear, and to possess more thoroughly mechanical and approved modern features of design than any other six cylinder car on the market, European or American, at any price.



Compare these Specifications with all others:—50 horsepower, 4½x5 bore and stroke, high tension Bosch magneto with self starter and battery reserve. Multiple disc clutch. Selective transmission. Shaft drive. Drop frame. Full floating rear axle. I-beam front axle. 125½ inch wheel base, 36x4 inch wheels front and rear. Pressed steel body, luxuriously upholstered. Full equipment of 5 lamps, Prest-O-Lite tank, horn, foot rail, coat rail, baggage rack, tire carriers, tool kit and spare parts.

Any car, regardless of make or price, that can endure a continuous, strenuous journey of 776 miles, mostly over mountainous roads, under the severest penalty contest restrictions, without a single repair or adjustment of any kind, must be a good car, one that can be bought and used with confidence—such was the performance of two Matheson 1910 Six-Cylinder cars in the recent contest from Binghamton, N. Y., to Boston, Mass., and return—both finished with perfect scores. The Matheson Six also broke all previous stock car records of four years on Giant's Despair Mountain, Wilkes-Barre, Pa., in the National Hill Climbing Contest last May.

Demonstrations by Appointment.

Immediate Delivery from New York Stock.

MATHESON AUTOMOBILE COMPANY.

Main Sales Office, 1886-1888 Broadway, New York, N. Y.

in various big events, particularly those promoted by the Chicago Motor Club, of whose contest committee he is a member, has given him a wide reputation. He acted as general executive of the Western stock chasses road races held over the Crown Point circuit in Indiana in June.

Nearly twenty cars have already been formally entered, and it is expected that at least thirty-five cars will have been named when the entry isis close on September 11. Armong the entries to date are the following: Chalmers-Detroit, Chalmers-Detroit Motor Company, Detroit, Mitchell Walter M. Cräm, Philadelphia; Maxwell, Lambert Automobile Company, Baltimore; Oldsmobile, Philadelphia branch Olds Motor Works; Oldsmobile, Baltimore branch Olds Motor Works; Evenser, Allen Sheldon, Philadelphia; Stevens-Duryea, F. W. Eveland, Philadelphia; Itwo-Pullmans, York Motor Car Company, Vork, Pa.; Corbin, Corbin Motor Vehicle Corporation, New Britain, Conn.; Columbia, Frank P. Hall Washington; Ford, Charles E. Miller and Brother, Washington, and two Croxton-Kretons, Crextor-Keeton Motor Company, Massillon, Ohio.

Chairman Frank B. Hower of the A. A. A. contest board, has issued sanctions for the following events: August 25. F. J. Collingwood, Findlay, Ohio, speed trials; August 27 to 31. Minneso: State Automobile Associction, St. Paul, Minn., reliability contest September 11, Automobile Club of St. Paul and Minneapolis Automobile Club track

Frank B. Hower, chairman of the contest board of the American Automobile Association, announces that sanctions have been granted for the following events in various parts of the country: August 24 and 25, Minneapolis Automobile Club, endurance and economy contest; September 8 and 9, M. Robert Guggenheim, Seattle, Wash, twenty-four hour track race; September 10, M. Robert Guggenheim, Seattle, Wash, hill climb; September 19, F. C. Fenner, Los Angeles, Cal., road race.

Frank H. Bowen, who has been actively connected with the automobile trade in this city for the last eight years, has joined the sales force of the Simplex Automobile Company in the local territory. He has been identified with the Chalmers-Detroit, Thomas and Ford cars in the past.

Thomas and Ford cars in the past.

The committee in charge of the Quaker City Motor Club's stock chasses road race in Fairmount Park next October is making plans to invite President Taft and Gov. Edwin S, Stuart of Pennsylvania to witness the contest as guests of the city. The circuit over which the race will be run is the same one used for the Quaker City organization's race during Founders Week last fall, when George Robertson finished first with a Locomobile. MacDonald and Campbell of Philadelphia have announced that they will present a silver cup valued at \$1,000 to the winner of the event.

It is safe to say that the larger part of tire valve trouble is caused by the cutting away of small particles in the rubber washer which is fitted within the top of the valve cap and the talling of these small particles into the inner part of the valve, where they often work between the seat and the valve and cause leaks. A writer in the August issue of Motor prescribes an easy cure for this difficulty. Simply cut small discs of hard leather, he says, which will just fit into the cap on the top of the rubber washer. The rubber still gives its cushioning effect, but is protected by the leather, which will not be cut by the screwing down of the valve cap.

AUTOMOBILE NOTES.

W. B. Huriburt, manager of the local branch, says the E. R. Thomas Motor Company has expanded every year. The original little plant, 80x100 feet, has been supplanted by the immense factory on Niagara street. Another immense factory on Niagara street. Another immense addition is about to be built this year. The company has broken ground and iet contracts for an addition to Buffalo plant I and is utilizing plant 3 for the construction of taxicabs only.

The new addition, which is already under construction, is of cement and saw tooth roof construction. It will be 250 feet long by 100 feet deep and be used to house the inspection department, tool stock room and small parts assembly. The factory office will also be located in this building. The present concrete buildings have a total floor space of almost 500,000 square feet, not including the new addition, which will feet, not including the new addition, which will add about 75,000 square feet to the present floor space. In addition to the above the company has its other plant a short distance above on Niagara street. This plant is called plant a and covers a floor space of about 115,000 square

W. W. Burke, manager of the Mora Motor Company's local branch, has returned from the convention of Mora agents and branch managers recently held at the factory in Newark, N. Y. He brings with him the first information regard-He brings with him the first information regarding the new car which his company will market for the season of 1950. The new sodel, although not varying in any radical manner from preceding types turned out by the Mora company, is of much higher power. Mr. Burke expects his demonstrator a round August 25.

The first day of the Mora convention was devoted to factory inspection and a cross-country run for the visitors in the new cars. The second was occupied in an exhaustive study of the new car, the many mechanical betterments being pointed out. A banquet tendered by the Mora company, with S. H. Mora presiding, wound up the ceremonies. Briefly outlined by Mr. Burke

show in connection with the annual Queens-Nassau Agricultural Pair have been issued. The show will be on the grounds at Mineola on September 23, 24 and 25 and is one of the oldest of the open air fixtures. The show place is in the inner ring of the trotting track. There is an oval track an eighth lings of a mile in circumference on which to disuare play, the action of the harness and saddle
horses, with a grass lawn in the centre on
which the hunters are jumped and the
horses aligned to receive the awards. The
judges will be:

horses aligned to receive the awards. The judges will be:
Trotters and Breeding Classes—D. L. Van Nostrand. Flushing: Harry S. Shultz. Glen Cove; Alfred B. Maclay. New York. Heavy Harness Horses abd Ponies in Harness—Hamilton H. Salmon, Brooklyn; Charles A. Baudouine. New York.
Hunters and Jumpers—Cigrence F. Levin, Avon; Charles H. Hurkamp, Fredericksburg, Va.; Edward H. Carle, New York.
Saddle Horses, Polo Ponies and Ponies Under Saddle—Mrs. John Gerken, Gravesend; Charles H. Hurkamp. Fredericksburg, Va.; James S. Wadaworth. Genesse, N. Y.
The srefity-five classes, r. nging from breeding classes and for farm horses confined to residents in Nassau county to every style of driving or-riding herse. There is a first prize of \$50 and a second of \$25 in the regular classes, besides many cups. Donors of trophies include Mortimer L. Schiff, Hastings, Arnold, Udo M. Fleishmann, Mrs. Middleton S. Burrill, Faul D. Cravath, E. D. Morgan, John S. Phipps and Thomas Hitchcook, Jr. All entries close on Saturday, September 11.

AERONAUTIC NEWS. Engagements of Glenn H. Curtiss in Reims Tournament.

Aeronautic interest of the world is centred Reims, France, where the great international tournament opens to-day. The event carries particular interest with it for the reason that these flights over Bethemy Plains tring together for the first time in competition the foremost aviators of the The Aero Club of America is especially

fortunate in having as its representative in this meet Glenn H. Curtiss, as it looked for a time as if this country would be without one. The Wrights were entered, but declined to champion the club on the plea of other engagements. It was only after Golden Flier, and made flights of sufficient for such an entry. And ic was by this week has had two Columbia gasolene cars added to its aireasy large collection of, automobiles, ton, Jr., and a landaulette to B. M. Fellows.

Mrs. Alice Ramsay, who recently reached San Francisco. Cal. after a transcontinental trip from New York in a Maxwell car, reports another wonderful showing for Alax tires, with which the entire distance of 4.500 miles with the original New York at r in them. One puncture necessity of the state of the sta representative. The only machine available at the time was the Silver Dart, invented by the Aerial Experiment Associa-

AMERICAN HORSES WIN.

LONDON, Aug. 21. The Champion Sprint Handicap, 500 sovereigns, for three-year-olds and upward, five furlongs, was won at olds and upward, five furiongs, was won at Hurst Park to-day by H. E. Duryea's Mediant, O'Neil up. C. Atherton Brown's Galleot was second. D. R. Browning's Prospector was third. The betting was a to 2 against Mediant, 190 to 7 against Galleot and 10 to 1 against Prospector. Thirteen horses ran.

The Maken Two-Year-Old Plate, handicap, 163 sovereigns, five furiongs, was won by H. P. Whitney's filly by frish Lad—Handspun, Martin up. R. Millea's colt by fan—Tathwell Lassie, Maher up, was second. G. A. Ripley's Amadeus was third. The betting was 10 to 1 against the Handspun illy, it to 1 against the Tathwell Lassie colt and 7 to 1 against the Tathwell Lassie colt and 7 to 1 against the Tathwell Lassie colt and 7 to 1 against Amadeus. Eleven horses ran.

Designs and Estimates on application. DEPE Bar Fixtures

AUTOMOBILES.

"BETWEEN SALE

AND CONTINUE TO OFFER HIGH GRADE 25% LESS THAN YOU WOULD PAY ELSEWHERE

THIS IS AN WORTH WHILE HUNDREDS OF FINE CARS (ALL BOUGHT FOR SPOT CASH) ARE NOW ON OUR SALES FLOORS READY TO DEMONSTRATE AND DELIVER. WE MENTION A FEW.

1909 Chalmers "30," 1909 Pope-Hart ford, 1909 Thomas, 1936 6-cyl. Puliman 1909 Packard, Peerless, Cldsmoule Roadster, Pierce Arrow, Matheson Winton 6-cyl., Ford, Maxwell, Rainler Bulcks, Mitchell, Locomobile, C. G.". Panhard, Cadillac, Rec and more un-200 others, too numerous to mention Send for Our Bulletin giving prices and description of 300 cars on hand.

WE ARE THE LARGEST DEALERS IN THE WORLD IN NEW AND SECOND-HAND CARS

Times Sq. Auto Co. N. Y., 215-217 W. 48TH ST. Just West of B'way. | CHICAGO | ST. LOUIS | KANSAS CITY | 1332-1334 | Pine & Main St. | Main St. | Main St. | Main St. | CHICAGO | Main St. |

AUTO "REMOVAL" SALE

EVERYTHING MUST 60! 200 AUTOS Makes PRICES YOURS 20,000 TIRES Makes \$5 UP BODIES Kinds \$25, \$50, \$75, Etc. BROADWAY MAMMOTH AUTO EXCHANGE



York use the Atlas Engines. Five moving parts only-no disappointment, no delay, no bother. Four miles to maximum speed without changing speed gears. ATLAS MOTOR CAR CO.

SPRINGFIELD, MASS. Member A. M. C. M. A. New York Office, 1924 Broadway. Tel. 2861 Columbus. **AUTOMOBILE** ROAD MAPS

Of New England, New Jersey and New York by districts. Complete, accurate and convenient Sold by dealers or by mail. Descriptive catalogue free. THE WALKER LITHOGRAPH & PUBLISHING CO., Boston, Mass., or L. H. BIGELOW & CO., 62 Broad St., New York.

POPE-BART ORD Touring Car, in at condition, has full equipment; cannot be sold from new HYMAN, 217 West 48th st. AMERICAN ROADSTER, brand new; must be sold immediately; snapplest car on the market SIMONS, 215 West 48th st.

LOCOMOBILE, 35 h. p. high grade machine; to be sold at once for best offer. TOMPKINS, 217 West 48th st. PACKARD TOURING Car, in Al shape; carno stold from a FROMELICH, TEC Broad Page

LEAVING city, must sell my MAXWELL Run-about for cash; will take \$300. NEWMAN, 215 West 48th st. BUICK, 1908, \$2,000 Runabout to be sold; mus have money. McBRIDE, 215 West 48th st.

Tires, Accessories, Etc. Owners' Guide. AIRES.

Empire Tires 73D ST. & BROADWAY. Tel. 5687 Columbus

DIRECTORY

ALCO American Locomotive Company
1886 Broadway. Tel. 5800 Col. BUICK Motor Co. B'way between 55th & CADILLAC Cars. Parts. Repairs. Garage. GOATES - Goshen, dup. parts on hand, bes make. 1912 B'way. Tel. 2713 Ost

ORBIN 1888 BROADWAY (634 SL) A. Elliott Ranney Co., B'way at 64th St., N. Y. Phone 3293 Col. ISOTTA IMPORT COMPANY.
1623 Broadway, 49th St.

KISSEL KARS Kissel Motor Car Co. of N. 2. KNOX Kaox Automobile Company. LOZIER STREET AND BROADWA!

MATHESON A'TTY) CO., 1886-1888 B'Way MAXWELL MAXWELL-BRISCOE (Inc.).
1930 Broadway. Phone 4140 Col.

NATIONAL Poertner Motor Car Co., 1922 B'WAJ opr. 64th st. Phone 5086 Col. PENNSYLVANIA 21-39 Division St., Newark, N. J. SIMPLEX Made in New York City

STEVENS-DURYEA A.G.SPALDING & BRO., 29 W. 42d, Tel. 433 Bryan

THOMASE. R. Thomas Motor Co. WHITE WHITE CO., Broadway and oad St.

SELECT APARTMENTS. FLOORS CLEANED

To the hare clear wood, no matter in how bad condition, ready for your own help to carnish then. The only SURE preparartion for varnish was or oil. Will not turn dark. No machines, no noise, no smell. All work by Expert Chemical cleaners, Cheap, quick and certain. Day or night. Send postal. BARTON, 500 W. 145th st.

HELP WANTED-FEMALE.

YOUNG ladies, under 25, 5 feet 4, 36 bust, for Broadway theatrical production: experience unnecessary. Call 9 to 4 FRANK CONLON. Expickerbocker Theatre Building.